

RAILROAD SCHEDULE.

H. & T. C. N. R.
Grand Central Depot.
7:00 a. m. Arrive No. 5. 5:25 p. m.
7:00 a. m. Arrive No. 4. 7:20 p. m.
7:00 a. m. Arrive No. 6. 6:10 p. m.

T. & N. O. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 10. 10:00 p. m.
7:00 a. m. Arrive No. 11. 10:00 p. m.
7:00 a. m. Arrive No. 12. 10:00 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 1. 7:30 p. m.
7:00 a. m. Arrive No. 2. 7:30 p. m.
7:00 a. m. Arrive No. 3. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 4. 7:30 p. m.
7:00 a. m. Arrive No. 5. 7:30 p. m.
7:00 a. m. Arrive No. 6. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 7. 7:30 p. m.
7:00 a. m. Arrive No. 8. 7:30 p. m.
7:00 a. m. Arrive No. 9. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 10. 7:30 p. m.
7:00 a. m. Arrive No. 11. 7:30 p. m.
7:00 a. m. Arrive No. 12. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 13. 7:30 p. m.
7:00 a. m. Arrive No. 14. 7:30 p. m.
7:00 a. m. Arrive No. 15. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 16. 7:30 p. m.
7:00 a. m. Arrive No. 17. 7:30 p. m.
7:00 a. m. Arrive No. 18. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 19. 7:30 p. m.
7:00 a. m. Arrive No. 20. 7:30 p. m.
7:00 a. m. Arrive No. 21. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 22. 7:30 p. m.
7:00 a. m. Arrive No. 23. 7:30 p. m.
7:00 a. m. Arrive No. 24. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 25. 7:30 p. m.
7:00 a. m. Arrive No. 26. 7:30 p. m.
7:00 a. m. Arrive No. 27. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 28. 7:30 p. m.
7:00 a. m. Arrive No. 29. 7:30 p. m.
7:00 a. m. Arrive No. 30. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 31. 7:30 p. m.
7:00 a. m. Arrive No. 32. 7:30 p. m.
7:00 a. m. Arrive No. 33. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 34. 7:30 p. m.
7:00 a. m. Arrive No. 35. 7:30 p. m.
7:00 a. m. Arrive No. 36. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 37. 7:30 p. m.
7:00 a. m. Arrive No. 38. 7:30 p. m.
7:00 a. m. Arrive No. 39. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 40. 7:30 p. m.
7:00 a. m. Arrive No. 41. 7:30 p. m.
7:00 a. m. Arrive No. 42. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 43. 7:30 p. m.
7:00 a. m. Arrive No. 44. 7:30 p. m.
7:00 a. m. Arrive No. 45. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 46. 7:30 p. m.
7:00 a. m. Arrive No. 47. 7:30 p. m.
7:00 a. m. Arrive No. 48. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 49. 7:30 p. m.
7:00 a. m. Arrive No. 50. 7:30 p. m.
7:00 a. m. Arrive No. 51. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 52. 7:30 p. m.
7:00 a. m. Arrive No. 53. 7:30 p. m.
7:00 a. m. Arrive No. 54. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 55. 7:30 p. m.
7:00 a. m. Arrive No. 56. 7:30 p. m.
7:00 a. m. Arrive No. 57. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 58. 7:30 p. m.
7:00 a. m. Arrive No. 59. 7:30 p. m.
7:00 a. m. Arrive No. 60. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 61. 7:30 p. m.
7:00 a. m. Arrive No. 62. 7:30 p. m.
7:00 a. m. Arrive No. 63. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 64. 7:30 p. m.
7:00 a. m. Arrive No. 65. 7:30 p. m.
7:00 a. m. Arrive No. 66. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 67. 7:30 p. m.
7:00 a. m. Arrive No. 68. 7:30 p. m.
7:00 a. m. Arrive No. 69. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 70. 7:30 p. m.
7:00 a. m. Arrive No. 71. 7:30 p. m.
7:00 a. m. Arrive No. 72. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 73. 7:30 p. m.
7:00 a. m. Arrive No. 74. 7:30 p. m.
7:00 a. m. Arrive No. 75. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 76. 7:30 p. m.
7:00 a. m. Arrive No. 77. 7:30 p. m.
7:00 a. m. Arrive No. 78. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 79. 7:30 p. m.
7:00 a. m. Arrive No. 80. 7:30 p. m.
7:00 a. m. Arrive No. 81. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 82. 7:30 p. m.
7:00 a. m. Arrive No. 83. 7:30 p. m.
7:00 a. m. Arrive No. 84. 7:30 p. m.

G. N. & S. F. R. R.
Grand Central Depot.
7:00 a. m. Arrive No. 85. 7:30 p. m.
7:00 a. m. Arrive No. 86. 7:30 p. m.
7:00 a. m. Arrive No. 87. 7:30 p. m.

KEEPING RIGHT IN LINE.

Wells-Fargo Company Will Erect New Depot Building.

THE GROWTH OF BUSINESS DEMANDS IT

New Structure Will Occupy Site to the West of the Grand Central Depot on Washington Street.

The Wells-Fargo Express company proposes to erect a handsome building on the lot just west of the Houston and Texas Central general office building and depot on Washington street. Reconstructing that Houston is forgoing to the front day by day and that to keep up with the progressive business must be adopted and put in force the Wells-Fargo people will put up a structure that will enable it to handle its already enormous and rapidly increasing business in a manner that will leave no cause for complaint from its thousands of patrons.

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SANTA FE TANK.

Rapid Enlargement of Facilities for Handling the Product.

Galveston, Texas, February 8.—The storage tank of the Santa Fe, which will be used to supply the locomotives of the company with oil, is now about completed, the finishing touches being put on the work. The tank's capacity is 1,500,000 gallons. Other tanks have been erected by the Santa Fe at various points along the line and many of them have already been filled with oil. The locomotives of the company are being equipped with oil burning apparatus as fast as they can be spared from the service and it is now only a question of a few months until all the locomotives on the southern division of the Santa Fe will be burning oil instead of coal for fuel.

Twenty-five oil tank cars left Chicago for Beaumont a few days ago and it is expected that about 100 will be delivered within the next thirty days. As these arrive and the cars now being used by the company in filling its own storage tanks are put into the trade, it will materially relieve the present car shortage at Beaumont.

Mr. Markham continues to El Paso to meet Mrs. Markham.

Manager Miller and Engineer Kellogg of the Houston and Texas Central returned yesterday from a business inspection trip over the line. General Manager Kruttschnitt of the Southern Pacific and Vice President Markham were with the party until Port Worth was reached, when they said goodbye and continued on their journey. Mr. Markham is now in El Paso, where he will meet Mrs. Markham and accompany her to Houston. They will reach here about Wednesday.

Manager Miller said they found everything in good shape along the line. Certain sections need rain badly, but wheat generally is doing well.

CENTRAL OFFICIALS RETURN.
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CAN NOT USE THE TRACK.
Santa Fe Bays the Tricycles, Bicycle and All Other Machines.

The Santa Fe has had an injunction suit against V. Green, a school teacher of Lumberton, enjoining him from using the company's track for his tricycle. It is understood that similar action will be taken against other parties found using their tracks for the use of bicycles, tricycles and all other machines of a like character.

The company contends that they not only lose taxes in this manner, but that a liability is thereby incurred at any time the machine of the machine being run down by an engine or train.

LAMPASAS EXTENSION.
Bids Will Be Open in Houston Tomorrow for Its Construction.

Lumberton, Texas, February 8.—The restoration of this section is deeply interesting to the general public of the Houston and Texas Central. It is the meeting at which time will be opened for the work of construction of the line from Burnet to Lumberton. The line is now being surveyed by the company at Burnet, all the rail and track material being on hand. It is expected that the line will be in the field by March 1. The line will be twenty-four miles in length.

Big Mardi Gras Travel.
City Ticket Agent Sawyer said yesterday that Mardi Gras travel was looking up in great shape and that business was just as good if not better than last year. Yesterday was a particularly good day and more than a hundred tickets were sold. "We are glad to see the crowd and going through with every seat and berth occupied. The train will be over by Monday night, when the last of the travelers will depart."

Manager Van Vleck Leaves.
Manager Van Vleck of the Southern Pacific left last night for New Orleans, where he will spend a week sightseeing and take in the Mardi Gras display. Mr. Van Vleck will be back in Houston on Thursday, as he took particular good over his release from the various duties attendant upon his trip. He will be accompanied by the representatives of the railroad and conductors.

Grievance Committee Elected.
The Order of Railway Conductors yesterday elected the following members to serve as a grievance committee for the ensuing two years: George Wald, San Antonio, chairman; George Buchanan, Del Rio, vice chairman; George W. Ferguson, San Antonio, secretary.

The Brotherhood of Railway Trainmen will elect their officers next Thursday. The conductors' grievance committee finished up their business yesterday and the members left for their homes.

To Cancel Concentration Authority.
The railroad commission this afternoon issued the following notice of hearing: "It is ordered that notice be given to all persons interested that the railroad commission will, on Tuesday, February 18, take and consider a proposition to cancel article No. 123, laws of 1899, and amend article No. 11, laws of 1901, applying on cotton in the state of Texas."

Central Improvements at Denison.
Denison, Texas, February 8.—The city council has granted the Houston and Texas Central the right to erect an oil storage tank in the city limits and the tank will soon be built.

The council also has in contemplation other improvements that will greatly enlarge the importance of its terminals here. The water system recently put in place of the best on the Central road and will supply a great number of engines.

Work on Tank Foundations.
Hemphrestad, Texas, February 8.—The work here on the foundation for the oil storage tank. It will have a capacity of 17,200 barrels. The material for the tank is expected to arrive within the next ten days so as to complete the work before the end of March.

Acting Traveling Engineer.
Cleburne, Texas, February 7.—Traveling Engineer McDonough of the Northern division of the Santa Fe railway is acting general master mechanic until Mr. T. Paxton is appointed. Mr. McDonough has been with this road since January. He resigned to take the same position with the Colorado Southern.

Morton Has Gone to Mexico.
El Paso, Texas, February 8.—Paul Morton, second vice president of the Santa Fe company, passed through El Paso this morning for the City of Mexico. It is believed the trip is directly due to the effort of the Santa Fe to acquire possession of the Mexican Central.

Received Sad News.
Mr. J. D. Bone, commercial agent of the Cotton Belt route in Houston, received yesterday the sad news that his father, Mr. J. D. Bone, had died at his home in Houston.



Stearns' Electric Rat and Roach Paste

and die out of the house. One ingredient dries up their bodies, leaving no odor.

It is a safe and sure exterminator also of Mice, Water Bugs, Croton Bugs, Cockroaches and all other vermin. It has been in general use in houses, stores, hotels, factories, offices, public buildings, etc., for twenty-five years. Absolutely guaranteed.

CAUTION: Substitutes and imitations are worthless. Insist on STEARNS' ELECTRIC Paste only. See the box at Druggists and Grocers or sent direct by Express prepaid. STEARNS' ELECTRIC PASTE CO., Chicago, Ill.

"THE MORE YOU SAY THE LESS PEOPLE REMEMBER." ONE WORD WITH YOU

SAPOLIO

received word yesterday morning of the death of his father. The old gentleman passed away at the family home in Louisville, Ky. The funeral will be held here.

Frisco Preliminary Survey.
San Jose, Texas, February 8.—Field Engineer Barnes of the Frisco railroad has wired representatives of Southern lines at Brownwood to meet him to look over the route from there to Llanes, possibly over a view of making a preliminary survey via this point.

Suit Against the Katy.
Denton, Texas, February 8.—F. M. Cronch has brought suit against the Katy for \$18,000 damages for injuries alleged to have been received in December at the crossing of a passing train involving a striking him.

Texas Southern's First Train.
Marshall, Texas, February 7.—The Texas Southern ran its first train from Gilmer to Marshall yesterday and has two regular passenger trains scheduled for the run, beginning Monday, February 10.

Left for Charleston.
Austin, Texas, February 8.—Railroad Commissioner Story and Auditor Askew of the railroad commission left today at noon for Charleston, S. C., to attend the convention of railroad commissioners.

Notes and Personal.
Dr. W. D. Hume of Chief Surgeon Knapp's staff of the Southern Pacific left last night for a short trip to San Antonio.

Mr. A. L. Rogers, supervisor of construction of the International and Great Northern, was in the city yesterday in attendance upon court.

General Freight Agent Turner and Assistant Freight Agent Smith of the International and Great Northern returned yesterday from a trip to Dallas. Mr. Turner left in the afternoon for Palestine.

BEAUMONT IS CROWDED
NOT SUFFICIENT ROOM IN THE WAY OF OFFICES.

There is also an Unsatisfied Demand for Rent Houses—Port Arthur Channel is Being Cleaned.

Beaumont, Texas, February 8.—Three months ago it was predicted that the building here during the coming year would be the demand for offices and business houses, but the demand is just as strong today as it has been at any time since the oil excitement began. Some small and undesirable offices are to be had at high rentals, but it is impossible to get anything like choice rooms for offices. Nearly all of those in the Kyle Opera house were rented before the building was completed, and those that remained have since been let.

A building erected on Orleans street contains a large number of offices, and though the building is hardly completed, the offices are all spoken for. The building erected across the street from the postoffice was filled up as fast as the rooms were ready, and so it has been with every building that has gone up.

The new building on Orleans street has been expected to relieve the pressure for offices, but it is certain that there will not be a vacant room in this building for days after it is completed. Three or four months